9/14/00

Dear RAB Members:

Enclosed please find a copy of the minutes of the August 16, 2000, RAB meeting. If you have any questions or concerns please contact me at (401)841-7714.

Very truly yours,

Michele Imbriglio

Michele Imbriglio
RAB Secretary

Copy to: (w/enc)
Dr. D.K. Abbass
Dr. Richard Ayen
Ms. Barbara Barrow, Esq.
Mr. John R. Bernardo, III, Esq.
Ms. Mary A. Blake
Dr. David W. Brown
Mr. Richard D. Coogan
Mr. Paul A. Cormier
Mr. Thurston Gray
Mr. Byron Hall
Ms. Susan Hester
Mr. Eugene Love
Ms. Elizabeth Mathinos
Mr. Manuel Marques
Mr. Thomas McGrath
Mr. James E. Myers
Mr. John Palmieri
Mr. Howard L. Porter
Mr. Emmet E. Turley
Mr. John Vitkevich
Ms. Claudette Weissinger
Ms. Mary Philcox
Mr. David Egan
Mr. Paul Kulpa, RIDEM
Ms. Kymberlee Keckler, EPA
CAPT R. A. Cooper, NAVSTA

CAPT H. L. Schwind, NAVSTA
CAPT Jon Wyman
Hon. Paul W. Crowley
Hon. June Gibbs
Mr. Joseph McEnness
Mr. Paul Russell
Mr. John Torgan
Mr. Jim Shafer
Ms. Beth Timm, ATSDR
Mr. Gregg Tracey, SAIC
Councilman Dennis McCoy
Dr. David Kim
Mr. Brian Bishop
Brother Joseph
Newport Public Library
Middletown Free Library
Portsmouth Free Public Library
Mr. Bob Jones, Groton
Mr. David Sanders, NAVSTA
Mr. David Dorocz, NAVSTA
Ms. Melissa Griffin, NAVSTA
Ms. Shannon Behr, NAVSTA
Mr. Rick Machado, NUWC
Ms. Sarah White, EPA
Ms. Jennifer Stump, Gannett Fleming
Mr. Tim Prior, USF&WS
Mr. Ken Finkelstein, NOAA
Ms. Diane Baxter, TtNUS, Wilmington
Mr. Matt Weaver, Green Light Foundation
Dr. Robert Quigley
Mr. Robert Gilstein
Ms. Amrita Roy
Ms. Virginia Lee
Ms. Arlene Kalewski
Ms. Kelly Woodward

NAVAL STATION NEWPORT
RESTORATION ADVISORY BOARD MEETING
August 16, 2000

MINUTES

On Wednesday, August 16, 2000, the NAVSTA Newport Restoration Advisory Board (RAB) gathered at the Officers' Club for its monthly meeting. The meeting began at 7:00pm and ended at 9:25pm.

In attendance were Claudette Weissinger, Mary Blake, Richard Coogan, Emmet Turley, David Brown, Thurston Gray, Howard Porter, Tom McGrath, Susan Hester, Barbara Barrow, Eugene Love, Capt. Herb Schwind NAVSTA, Capt. Ruth Cooper NAVSTA, Melissa Griffin NAVSTA, Dave Dorocz NAVSTA, Greg Kohlweiss NAVSTA PAO, Paul Kulpa RIDEM, Kymberlee Keckler USEPA, Stephen Lehmann NOAA.

Barbara Barrow opened the meeting and welcomed the group.

MEETING MINUTES

June meeting minutes were approved.

COMMITTEE REPORTS FROM COMMUNITY MEMBERS

Project Committee-Emmet Turley Committee Chair: Emmet has continued his research on dredging. Emmet provided website addresses for sites that contain more dredging information and materials. Emmet encourages you to visit these sites. See Enclosure (2).

Planning Committee-Barbara Barrow for John Palmieri Committee Chair: John Palmieri was not present at this month's meeting, however, he did prepare a draft outline for RAB discussion relative to the development of a priority list of projects for use in the Natural Resource Damage Assessment or Claim process. There have been letters between the Navy and RIDEM relative to this matter. A separate mailing will be sent to all RAB members with copies of these materials for their review. The matter will be placed on the September agenda for group discussion. Note: None of the above referenced materials are provided as an enclosure to the minutes.

Membership Committee-Howard Porter Committee Chair: Howard will be sending an application to a potential new member from Middletown.

Public Information-Claudette Weissinger Committee Chair: A draft of the next issue of the newsletter is complete. Anyone wishing to view the draft and make comment should see Claudette.

ACTIVITY UPDATE-Melissa Griffin

Melissa Griffin gave a brief status report on various IR sites as follows;

Old Firefighting Training Area-Offshore: A final Ecological Risk Assessment (ERA) report was submitted April 28, 2000. A draft final Remedial Investigation Report (RI) is planned for September 2000. See Enclosure (2)

Old Firefighting Training Area-Onshore: Final background soil investigation report in August. See Enclosure (2)

McAllister Point Landfill-Offshore: A Record of Decision (ROD) was signed by the USEPA on 3/1/00. Deadlines for Remedial Design documents is as follows; 35% Remedial Design Workplan-1 May 00; 60% Remedial Design Workplan-20 July 00; 85% Remedial Design Workplan-4 Jan 01; Project Closeout Report-30 Aug 02. See Enclosure (2)

McAllister Point Landfill-Onshore: Continue long term monitoring of landfill gas and groundwater. Next sampling event will end of August 2000. See Enclosure (2)

Tank Farm 5: Two additional bedrock wells have been installed. Data report submitted April 21, 2000. Sampling results comply with GA ground water standards. No further investigation recommended. Waiting for RIDEM concurrence. See Enclosure (2).

Derecktor Shipyard-Onshore: Submit removal action report in September 2000. See Enclosure (2).

Derecktor Shipyard-Offshore: Funding for remediation planned for FY05/06. See Enclosure (2).

Melville North Landfill: There has been approximately 99,000 tons (66,000 cubic yards) of soil removed from Melville North Landfill. Breakdown is as follows; Daily cover 64,698; PCBs>10ppm 3,642; PCBs<10ppm; Lead 20,114;

Creosote Wood 48; VOCs 182; Scrap Steel 182. A closure report was submitted in July 2000. See Enclosure (2).

Gould Island: Installation Restoration Field Work began in April 2000. A soil gas survey, concrete sampling, surface soil samples and drain pit samples were completed. Analytical results were presented to the RAB last month. Draft report in August 2000. See Enclosure (2).

ENVIRONMENTAL RESTORATION, NAVY (ER,N) FUNDED PROJECT UPDATE- Shannon Behr

There was a partnering session held with Defense Logistic Agency (DLA) regarding Tank Farms 1, 2 and 3. This was an extremely successful meeting as many outstanding issues were resolved. There were some petroleum contaminated buildings that DLA agreed to clean out.

Tank Farm 1: Tank 10 has been cleaned. The contractor has begun cleaning work on Tank 9. These are the two large above ground tanks.

Tank Farm 3: DLA's contractor is in the process of developing a Statement of Work for the tank closure at Tank Farm 3. Once work is complete at Tank Farm 1, Tanks 9 & 10, work will begin at Tank Farm 3 to close the tanks there. It was asked if filling the tanks with sand was part of the closure procedure. DLA will clean and close the tanks in place in accordance with RIDEM regulations. Reballisting or filling with sand is not part of their (DLA) closure procedure, however, Naval Station Newport will program a demolition project through the Public Works Department for removal of the tanks.

Defense Fuel Support Point (DFSP) Backyard Area: Three buildings had petroleum contamination sitting in the bottom of the buildings. DLA had their contractor come in and clean the buildings out,and dispose of all the petroleum contaminated water.

Tank Farm 4: No additional work has been completed there since the submission of the Supplemental Site Investigation (SSI) in November. To date, comments have not been received from RIDEM on the SSI.

Tank Farm 5: The Final Investigation Report was completed in July and submitted to USEPA and RIDEM. The Round 6 Corrective Action Groundwater Monitoring Report for Tanks 51, 52, 54 and 57 was submitted to RIDEM on July 17, 2000.

Former Building 70 Midway: This is not the midway pier project. Petroleum contamination was found when the building was demolished. A Work Plan was submitted to RIDEM on August 2, 2000. We are awaiting comments from RIDEM. Once comments are received we will continue with work on the site investigation.

Midway Fuel Pier: Draft Final Report was submitted internally to the Navy in July. This is currently undergoing Navy review and comment. Once comments are addressed, the report will be submitted to RIDEM.

Building 44 Gould Island: Contaminated soils from the underground storage tanks (USTs)has been excavated. Three areas were above the levels for industrial Total Petroleum Hydrocarbons (TPH) standards. The soils were stockpiled on Gould Island but have been removed and disposed of. The excavation sites need to be filled and restored. This has not been done to date, because demolition debris from the Building 32 demolition is being used (brick, etc.) to fill the excavation.

Burma Road Fuel Line Closure: Asbestos abatement is ongoing in the valve chambers. 23 chambers have been abated to date. The sub-contractor has begun removing the valves in preparation for cleaning the fuel line.

It was asked what the budget for ER,N projects is. An enclosure could not be completed in time to be enclosed with the minutes, therefore, a handout will be provided at the September RAB meeting.

It was asked what reuse plans there are for the fuel line. There are no current plans to reuse the line. Providence Gas did some preliminary investigation into using this line however, decided it was not feasible for reuse by the gas company.

July 5, 2000, Oil Spill Status Report-Stephen Lehmann NOAA

Stephen Lehmann, is a Scientific Support Coordinator with the National Oceanic and Atmospheric Administration (NOAA). He is the support coordinator for the New England region.

NOAA, during a spill, acts as the scientific liaison for the Federal On Scene Coordinator (FOSC). For coastal spills the FOSC is the United States Coast Guard. For inland spills it is the USEPA for which EPA has its own scientific support.

On July 5, 2000, sometime in the morning, a barge carrying #6 fuel oil was bumped a couple of times by a tug boat (Penn 6) while it was shortening up its tow. The tug punctured the barge causing the oil to spill. Initial estimates 20-50 barrels. One barrel is equal to 42 gallons. High estimates were 14,000 gallons. This was later revised to approximately 10,000 gallons. The oil was immediately transferred to the aft of the ship, which in turn raised the hull up out of the water. This transfer removed the oil from the punctured tank area and moved it to other tanks on the ship.

The Coast Guard was immediately called when the ships collided. A unified command was set up. The unified command was made up of the FOSC (US Coast Guard), the State On Scene Coordinator (State of Rhode Island) and the Responsible Party (Owner of the barge, Penn Marine). It is these three entities that make decisions and set up a command structure to work on the spill.

Weather conditions were ideal in this spill. There were onshore winds that brought most of the oil on shore (Navy property). Logistical problems were thereby cut down significantly. Most of the oil hit McAllister Cove up to the Midway Pier area.

#6 fuel oil is referred to as a "heavy" oil. None of the oil reached the bottom of the bay. There are two ways oil would sink. One is that it is heavier than water. Salt water is 3%-5% heavier than fresh water. The #6 fuel oil is couple of percents lighter than fresh water. Oil weathers and changes over time, you limit the light end and it tends to get heavier. The specific gravity in the oil actually increases. Modeling has shown that this oil never weathered to the point where it would sink in either fresh or salt water. The second way oil sinks is if you put a rock in it. When you take oil that is heavy and viscous and you incorporate sand or other rocky particles you naturally will increase the specific gravity that will then sink particles of oil. That material has to be there and has to encounter the oil in such a way that it can get back out into the bay and sink. Most #6 oils will not weather to the point that they will sink in salt water.

Oil can become neutrally buoyant, which gives the appearance that it is sinking. The water system of the bay has vertical flow. As the water flows down some of the oil is taken with it. This is the water current, the oil is not sinking, as soon as the water current stops, the oil returns to the surface.

The shoreline is badly oiled. This does not necessarily mean it is badly damaged. This particular oil as it weathers loses more of the toxic fractions it has. Home heating oil, or diesel fuel or gasoline are very toxic and do not weather as #6 fuel oil does. There is no doubt there was an injury. The question is how prolonged was that injury and whether that injury is something that can be measured. Is the injury something that can be measured and proven to be as a result of oil or is the injury merely a natural fluctuation in ecological systems. It is the Trustees that determine this and conduct an injury assessment.

The speculation is that the injury to the environment was minor. Marine environments that have some energy to them (tides, storms, currents, etc.) recover remarkably fast.

It was asked why this spill received so much publicity and the spill in Boston which, occurred around the same time received little or no publicity. It was explained that this is a tourist area, an area with a large lobster and fishing industry and this therefore made for a better story. The Boston spill was in an extremely degraded industrial area where unfortunately spills are expected and anticipated. There are some websites available to obtain information on oil spills, they are as follows;

http://response.restoration.noaa.gov./
http://www.uscg.mil/hq/g-m/
http://www.uscg.mil/hq/g%2Dm/nmc/response/index.htm

It was asked what is considered a spill in Narragansett Bay in number of gallons. By Federal law it is anything that creates a sheen, 10,000 gallons would be considered a minor spill.

There were five swans that were badly oiled that were euthanized. One Canada Goose died while it was being cared for. There were approximately 60 additional Canada Geese that were cared for and released in Delaware, MD.

The fisheries were closed immediately and then slowly re-opened based on observation and discussions with state health officials and in cooperation with lobster fisherman. This was a fairly organized re-opening.

The shoreline was divided for clean-up purposes. The biggest problem with the clean-up was access for equipment. For obvious reasons moving anywhere on the landfill cap was prohibited. Moving all the riff raff of the landfill except by

foot was prohibited. Virtually everything had to be craned down to the shoreline.

It was asked where the recovered oil was taken. Steve was not sure but said that the oil in most cases is reused for asphalt patching and, if pure enough, is reused for its original intent. There is however, material that is taken to landfills.

Various cleaning methods were used. A backhoe was also used to rake back the shoreline. As the tide came in the oil was released and collected. Ambient water washing was used whereby the seawater was pumped through a washer which was sprayed along the shoreline. This flushes the oil out and re-suspends it on the water allowing it to be collected.

The shoreline types that were dealt with were sand, cobble and rip rap. The worst in terms of working was the rip rap (the large boulders at the tow of the landfill). This did not have a big environmental impact, as there is not any particular type of organism that lives in the rip rap. The oil penetrated deep into the rip rap and is very difficult to remove. This has left staining which will remain for sometime (a year or more) although nature will eventually remove it.

Oil burying was also occurring along the shoreline. The oil did not penetrate the sand but was buried by sediment which was constantly being moved around and re-deposited as a result of the tides and waves. The shoreline was walked and several areas were dug out by hand with a shovel to locate the areas of oil burial. Heavy oil, if left in the sand, will harden and form pavement.

Future Plans: In the McAllister Cove area, there continues to be oil in the sediment. In this area, a technique called burm relocation was used. Essentially the upper inner tidal zone is moved down into the middle inner tidal zone area. The sediment will be redistributed by the wave energy and put back into the slope that existed prior to it being moved. This movement will release the oil from the sediment and it will be collected.

The next process is the Federal Natural Resource Trustees, including the Navy and the responsible party, will begin investigation on Natural Resource Damage Assessment and determine what restoration will be done in the area.

It was asked if there were any tips in keeping this Natural Damage Resource Assessment in perspective and avoid unnecessary damage claims. It was advised that the RAB should keep in mind that the area damaged and responsible party is different than

those involved in the North Cape spill. Additionally, this was a well-contained, rapidly responded to, relatively small oil spill. The North Cape spill was 800,000 gallons, this was 10,000 gallons. The North Cape recovery was roughly 10%. The recovery here is roughly 70%. The conditions here are extremely different. The North Cape spill was home heating oil that is quite toxic in the marine environment. This was a #6 oil which is not very toxic in the marine environment but rather nasty to clean up. This is more of a clean up headache as opposed to an environmental tragedy.

It was asked if this spill has any implications on the clean up schedule for McAllister Point Offshore area. It was advised that clean up goals for metals, etc earlier in the process. Trying to ascertain flexibility on the dredging window and hopefully will be able to start the dredging in the spring.

NOTE: THERE ARE NO ENCLOSURES FROM THIS PRESENTATION.

NEXT MEETING

The next meeting of the Restoration Advisory Board (RAB) is scheduled for Wednesday, **September 20, 2000**, at 7 p.m., at the Officers' Club. The agenda will include the Navy policy on Natural Resource Damage Assessment and a presentation on the McAllister Point dredging project.

Enclosures:
(1) Project Committee Report
(2) Activity Report
(3) Navy ER,N Funded Project Update

August 16,2000

To: Restoration Advisory Board

From. Project Committee

Subject: Coastal Connections: "Atlantic Coastwatch Newslatter"

Atlantic CoastWatch is a special newsletter, available for free via your internet , which discusses issues, projects, and discoveries along the shoreline from Nova Scotia to the eastern Caribbean The most recent publication has an interesting article on Dredging Site 104 in the Chesapeake Bay, which will not be used as a dredging site

Also, there is an interesting proposal about what is an Eco-Port, which may be helpful to all of us as the Governor prepares to proceed with his proposal for a container port at Quonset Point

Submitted by

Emmet E. Turley

Emmet E. Turley, Chairperson

ENCLOSURE (1)

Coastal Connections

Atlantic CoastWatch

JULY - AUGUST 2000 Vol. 4, No. 4

Features

Atlantic CoastWatch is a succinct 8-page newsletter digesting salient ideas, projects, discoveries and successes along the shoreline from Nova Scotia to the eastern Caribbean. The publication seeks not only to inform its readers, but also to help improve the environmental quality of the Atlantic coast's management and development.

The newsletter is published bi-monthly and provided free to readers, on-line and in print.

Hardcopy Delivery Sign-Up - It's Free

-
- **For electronic notification of each issue's contents, send a blank e-mail to:**

  atlanticcoastwatch-distr-subscribe@igc.topica.com

ENCLOSURE (2)

Old Firefighting Training Area

- Off Shore:
  - Final ERA submitted April 28, 2000
  - **Draft Final Remedial Investigation Report (RI) planned for September 2000**

- On Shore:
  - Final Background Soil Investigation Report in August

McAllister Point Landfill - Offshore

- Record of Decision -USEPA signed 3/1/00
- Deadlines for Remedial Design Documents
  - 35% Remedial Design Workplan 1May 00
  - 60% Remedial Design Workplan 20 July 00
  - 85% Remedial Design Workplan 10 Oct 00
  - Final Remedial Design Workplan 4 Jan 01
  - Project Closeout Report 30 Aug 02

McAllister Point Landfill - Onshore

- Continue long term monitoring of landfill gas and groundwater
- Next event - end of August 2000

Tank Farm 5

- Two additional bedrock wells installed at former Tanks 53 and 56
- Submitted Data Report April 21 2000
- sampling results comply with GA ground water standards
- No further investigation recommended
- Waiting for RIDEM concurrence

Derecktor Shipyard

- On - Shore
  - Submit removal action report September 2000
- Off - Shore
  - Funding for remediation planned for 2005/2006

Melville North Landfill

– Daily Cover	64,698
– PCBs >10ppm	3,642
– PCBs<10ppm	10,651
– Lead	20,114
– Creosote Wood	48
– VOCs	182
– Scrap Steel	182

- SUBMIT CLOSURE REPORT JULY 2000

Gould Island

- Started Installation Restoration Field Work in April 2000
  - Soil gas survey
  - concrete sampling
  - surface soil samples
  - drain pits
- Analytical results presentation tonight
- Draft Report August 2000

Environmental Restoration, Navy (ER,N) Funded Project Update

ENCLOSURE (3)

DFSP and Tank Farms 1, 2, and 3

- Tank Farm 1: Cleaning has been completed on Tank 10 and is underway at Tank 9.
- Tank Farm 3: Statement of work for closure of tanks is being prepared by the Defense Logistics Agency contractor.
- DFSP Backyard Area: Buildings S22, 114, and 1281 DFSP were cleaned.

Tank Farm 4

- *No additional work has been performed since submission of the Final Supplemental Site Investigation (SSI) Report for Tanks 42, 45, and 48 to RIDEM on 5 November 1999*

Tank Farm 5

- *Final Bedrock Groundwater Investigation Report for Former Tanks 53 and 56 in Tank Farm 5*
  - *Completed July 2000*
  - *Submitted to USEPA and RIDEM 7 July 2000.*
- *Received Final Round 6 Corrective Action Groundwater Monitoring Report for Tanks 51, 52, 54, and 57*
  - *Submitted to RIDEM on 17 July 2000.*

Former Building 70 Midway

- *Draft Work Plan for Former Building 70 Site Investigation submitted to RIDEM August 2, 2000.*

Midway Pier

- *Draft Final Report for Midway Fuel Pier submitted to Navy for review on July 26, 2000.*

Building 44, Gould Island

- *Excavation of contaminated soils is complete and closeout report due Friday, August 18, 2000.*

- *Shipment of contaminated soil offsite is complete.*

- *Restoration is proceeding as fill material is processed from demolition debris.*

Burma Road Fuel Line Closure

- *Asbestos abatement continues in the valve chambers (23 cleared to date).*

- *Contractor to begin removing valves in preparation for pipe cleaning.*